





## L. TIMATION

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

Per doz. Per bot.

- B. SUPERIOR PALE DRY.  
Dinner Wine, Green Seal  
Capsule ..... \$12.00 \$1.00
- C. MANZANILLA, PALE  
NATURAL SHERRY,  
White Capsule ..... 13.50 1.20
- CC. SUPERIOR OLD DRY,  
PALE NATURAL  
SHERRY, Red Seal  
Capsule ..... 16.00 1.40
- D. VERY SUPERIOR OLD  
PALE DRY, Choice Old  
Wine, White Seal Capsule 18.00 1.50
- E. EXTRA SUPERIOR OLD  
PALE DRY, Very Fine  
Quality (old bottled),  
Black Seal Capsule ..... 27.00 2.25
- B, C, & CC are excellent Dinner Wines,  
D and E are After-Dinner Wines of a  
very fine Vintage.
- GUARANTEED SUPERIOR XERES  
WINES.

The following Wines, bottled in Europe,  
have been specially selected, and procured  
from the celebrated firm of Messrs. Geo.  
G. SANDERSON, Sons & Co., of London,  
Oporto and Xeres:—

- Per doz. Per bot.
- LIGHT DRY ..... \$16.50 \$1.40
- SOLERA ..... 24.00 2.00
- VERY PALE DRY ..... 24.00 2.00
- FULL GOLDEN ..... 27.00 2.25
- PALE DRY NUTTY ..... 30.00 2.50
- FINE OLD BROWN ..... 40.00 3.50
- MADEIRA.
- Per doz. Per bot.
- GOOD ..... \$16.50 1.40
- FINE ..... 27.00 2.25

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns  
should be addressed to THE EDITOR.

Correspondents must forward their names and ad-  
dress with communications addressed to the Editor  
and for publication, but no evidence of good faith.

All letters for publication should be written on  
one side of the paper only.

Unusually signed communications that have  
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
time the supply is limited. Only supplied for Cash.  
Telephone Address: Press. Counter: A.B.C. 518 & 519.

P.O. Box, 33. Telephone No. 12.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD, CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th May, 1903.

In bringing forward at the Sanitary Board  
the manner in which the Government  
sanitizing contractor carries out his con-  
tract at the Peak, Mr. E. A. HEWERT has  
done good service. This man's coolies, it  
appears, have made a practice of dumping  
ashes and rubbish collected at "Craig  
Ryrie" on the hillside in the immediate  
vicinity of the house. If for no other reason  
this practice should be promptly stopped as  
it creates a nuisance and defaces the ap-  
pearance of the locality. But it also  
entails a much more serious evil. The  
house is in the watershed of the Pokfulam  
Reservoir, and this offensive matter is  
washed down into the valley and is liable  
to infect and poison the drinking water of  
the Colony. There is, too, grave reason for  
believing that the contractor's coolies have  
been in the habit of throwing the rubbish and  
ashes down the hillside in other places. It  
is supposed to be carried down some distance  
on the Aberdeen Road and there tipped in a  
heap, but as a matter of fact, we are in-  
formed, it is now thrown down the hillside  
no great distance from the last house.  
"The Neuk," on that road, and what was  
formerly a pleasant and much sought walk  
is now rendered noxious and malodorous in  
consequence of the deposits of unsavoury  
refuse tipped along its course. As Mr.  
Hewert suggested, in his speech on the  
subject, the manner in which the dirt and  
ashes have been thrown down the hill, serve  
to explain the hitherto unexplained, and  
apparently inexplicable, cases of typhoid  
fever which have recently occurred at the  
Peak.

Mr. Hewert was quite within bounds  
when he characterized the letter written by  
the Sanitizing Contractor in reply to the

complaint conveyed to him by the Secretary  
of the Sanitary Board as a most im-  
pertinent one. The scavenger made  
no apologies for the evils complained  
of; he simply said he had always done his  
best to carry out the conditions of his con-  
tract, but no doubt the coolies were at  
fault. As a remedy, instead of suggesting  
an increase in their number and better  
supervision over them, he requested the  
Board to recommend the Government to  
grant him a piece of land on which he  
could erect a coolies' matched and  
provide dustbins for the deposit of the  
rubbish. This, no doubt, would suit  
him very well, as it would save him  
from employing the number of coolies  
required to do the work properly, but  
presumably he made the contract with  
his eyes open and will have to carry it out  
faithfully. It may be remarked, however,  
by the way, that his proposition to establish  
a camp of dust coolies at the Peak is not  
one that should be even considered. The  
Peak is a sanatorium and should be jealously  
preserved as such. It is bad enough to  
have to permit the housing of a consider-  
able body of chair coolies at Victoria Gap,  
near the Tramway Terminus, but they are  
a necessary evil; the dust coolies are not.  
If it is necessary, in order, as the President  
of the Sanitary Board said, to double the  
number of coolies employed, let this be  
insisted upon; and it would even be better,  
if the demand be thought reasonable, to  
make the contractor some advance on his  
contract for the purpose. But it certainly  
is not necessary, and it is assuredly most  
undesirable, that a coolie camp should be  
formed at the Peak. It would not only  
become a centre of dirt and an eyesore,  
but it might also in time develop into a  
refuge for criminals and loafers. It is  
satisfactory to note that the Sanitizing  
Contractor's suggestion as to this proposed  
camp found no support at the Sanitary  
Board, which very sensibly decided to  
write him and request him to employ twice  
the number of coolies he now employs on  
the work of scavenging the Peak. We  
hope that Mr. Hewert, having put his  
hand to this particular plough, will not  
relax it until he has secured the effective  
performance of a necessary if unpleasant  
work.

H.M. gunboat *Rinaldo* leaves for Weihaiwei,  
via Amoy, this morning.

A revised report of the Acting Chief Justice's  
summing-up in the *Zafira* case appears in the  
*Weekly Press* published for the mail to-day.

Ten more cases of plague were notified on  
yesterday's return. Five bodies were dumped.  
The total number of cases for the year now  
stands at 525.

Baron Mumm von Schwarzenstein, the  
German Minister at Peking, who has been  
home on leave, was to leave Berlin for Peking  
on the 25th ult.

The Pacific Mail steamer *Korea* went into  
dock at Kowloon yesterday afternoon. She has  
not been in dock since last September, and  
when she comes out some of the old records  
may be expected.

The Rifle Association competition to-day will  
be for the short-range cup and spoons, com-  
mencing at 2.30 p.m., weather permitting;  
rings, 200, 500 and 600 yards. It is announced  
that the range will be closed to members on the  
13th and 16th inst.

A memorial to officers and men of the Royal  
Marines who lost their lives in South Africa  
and China in the recent wars was to be unveiled  
in the Cambridge Enclosure, St. James's Park,  
by the Prince of Wales, Colonel-in-Chief of the  
Royal Marines, on the 25th ult.

The Boat Club are going to hold a smoking  
concert on 23rd instant, and among the artists  
will be Mr. L. R. Ruchwaldy's orchestra which  
scored such a success at the V.R.C. "smoker."  
It is expected that the number of the orchestra  
will be augmented to 25 on that occasion.

Rate-cutting on the Macao run will be  
commenced on Sunday, when the *Chungking* (Captain  
Mason) will reduce her fares to \$1.50 first class,  
70 cents second and 30 cents third; the rates  
having previously been respectively \$2, \$1 and  
50 cents. The *Wingchei*'s having also gone on  
the run is said to be the reason for the reduc-  
tion in the rates.

By permission of Major Radcliff and officers,  
the band of the 33rd Burma Infantry will play  
at the Hongkong Hotel this evening, from 8 to  
9.30. The programme is as follows:—

March..... "Marche Romaine,"..... Gounod  
Overture..... "Zampa,"..... Herold  
Selection..... "The Runaway Girl,"..... Carl  
Song..... "Liebeslied,"..... Klug  
Selection..... "San Toy,"..... Jones  
Waltz..... "Pella Nita,"..... Trotter  
Dance..... "Hungarian,"..... Brahms  
"God Save the King."

The Hon. Treasurer of the Alice Memorial  
and Netherese Hospitals, begs to acknowledge  
with thanks the following donations to the funds  
of the Hospitals:—

- Ho Ngok Lai..... \$25
- D. Macdonald..... 20
- Leppert Knox..... 10
- Wong Po Chuen..... 10
- Hon. A. G. Wise..... 10
- D. W. Chubbuck..... 5
- Darby & Co..... 5
- Jorge & Co..... 5

A telegram to the *Daily Mail* says a  
performer who styles herself "She" appeared  
at a Berlin court to answer a charge by Miss  
Lide Fuller of using her patented apparatus in a  
so-called "fire dance." "She" offered to  
give ocular proof that Miss Fuller's contem-  
poraries were untenable. Dressed in loose-fitting  
garments she gave a performance before the  
judges on a table prepared for the purpose.  
The result was the dismissal of the charge.

A Foreign Office paper on the estimates of  
the German Empire for the year 1903 notes  
that provision is made for the creation of a  
Minister Resident at Seoul. Shanghai is to  
receive an increased provision for a Vice-Consul  
and an Archivist, Singapore is to become a  
Consulate-General; a regular Consular Officer  
is to be appointed at Saigon. A vote is asked  
for Consulates at Hankow and Canton, and for  
the purchase of ground at Nanking, on which a  
new German Consulate is to be erected.

Messrs. John I. Thornycroft and Co.  
(Limited), of Chiswick, have received an order  
from the Japanese Government for the con-  
struction of a shallow-draught river gunboat,  
of the same type as the *Woodcock* and *Woodlark*,  
and the *Argus* and *Vigilant*, built by this  
company for the British and French Govern-  
ments. The vessel, which is intended for use  
in China, is to be fitted with Thornycroft screw-  
turbine propellers, and Thornycroft-Schulz  
boilers, and will have a speed of 15 miles an  
hour when fully loaded at a draught of 2ft.

The Odessa Correspondent of *The Times*  
reports that in Volunteer Fleet circles there  
is stated that an exhaustive inventory of the  
three fast cruisers of the Volunteer fleet lying  
idle at Sevastopol is at present being taken as  
a preliminary to the handing over of these  
vessels to the Russian Admiralty outright. It  
is remarkable that not a single voyage has  
been performed by any one of these 20 knot  
Bolted vessels for over 12 months. The  
losses sustained by their enforced prolonged idleness  
at Sevastopol is computed to have already  
exceeded three-quarters of a million of roubles.

Although the Admiralty have been painfully  
indifferent to the subject of straight shoos ing,  
says a writer in the *Daily Express*, there are  
signs that public opinion is beginning to tell.  
The appointment of Capt. Percy Scott to the  
command of the *Excellent* is an admirable thing  
for the nation, but a very poor recognition of  
the services of that distinguished officer. The  
proper position for Capt. Percy Scott is  
Director of Naval Ordnance. Nevertheless, his  
work that he will put in at White Island will  
bear fruit throughout the navy, and will  
influence the gunnery schools at Sheerness and  
elsewhere.

H.M. cruiser *Spartiate* which, together with  
H.M. cruiser *Europa*, left Portsmouth on 26th  
March carrying relief for the *Oceano* and other  
ships on the China Station, arrived here yester-  
day morning. The *Europa* is expected to  
arrive shortly from Singapore. This is the  
first time the *Spartiate* has been commissioned,  
and the first time the *Europa* has been to sea  
since her failure on the voyage from Australia.  
Both cruisers were to run trials on their way to  
China to ascertain their coal consumption. In  
the case of the *Europa* this has hitherto been  
excessive.

It appears from Manila papers that "there  
has been considerable cholera and plague along  
the water front for several days past." Dr.  
Hewer, the Chief Quarantine Officer, being  
asked whether quarantine would be imposed on  
shipping, said he did not think it would be  
necessary, adding: "Of course if Hongkong and  
other ports impose quarantine against vessels  
clearing from Manila it will be necessary, but  
it is the intention and wish of the quarantine  
office to do everything to avoid annoyance to  
the movements of ships to and from this port.  
As matters now stand it appears that the cases  
that have appeared are those contracted aboard  
cargoes and the smaller craft and thrown over-  
board during the night by the other occupants  
of the boat to avoid any quarantine or detention."

In the course of recent remarks on the  
subject of the American naval manoeuvres,  
Admiral Dewey is reported to have referred  
also to Great Britain, saying that the friendship  
of the English masses for the United States  
was sincere and genuine. The Admiral is said  
to have added: "Of all European nations  
Great Britain is our best friend in every  
respect, and our safest one, while commercially  
she is our best customer." Count von Bulow  
says a Reuter's Berlin telegram, has published  
a reply in the *Presse* to Admiral Dewey, in which  
he asserts that the American naval manoeuvres  
show immaturity; the shooting was very poor,  
the fleet heterogeneous, with not one armoured  
cruiser of a modern type, and the moral of the  
personnel very low. He hoped that Admiral  
Dewey's remarks would stop the policy of  
"presentations and invitations."

General Chaffee told an American Methodist  
audience in New York that forty or fifty mis-  
sionaries cannot do much good in a great country  
like China. We can hardly suppose that General  
Chaffee is under the impression that there  
is only this small number of missionaries in  
China. Our Directory gives the names of nearly  
4,000 Protestant missionaries alone. General  
Chaffee while praising the work of the  
missionaries told his audience that he met  
many of the most prominent Chinamen while at  
Peking and he was obliged to say that he did  
not meet a single intelligent Chinaman who  
expressed a desire to embrace the Christian  
religion. The entire religious press of the United  
States, a New York despatch says, is condemning  
the General for his utterances; but the latter  
takes all of this abuse philosophically and good-  
naturedly. General Chaffee has shown no  
inclination to qualify his remarks.

The *Star Free Press* remarks that typhoid  
fever seems to be prevailing as an epidemic  
just now in Bangkok.

The Yangtze river, the *Shanghai Times*  
says, has risen in one week over nine feet. On  
last Tuesday at Hankow twenty-seven feet, nine  
inches was registered. Indications are that the  
river will continue to rise and everything looks  
as if there is going to be a big flood.

"I should say that *Shanrock III* is a much  
better boat than her predecessor," says the  
commander of the New York Yacht Club.  
"She will be fast, and Mr. Fife is entitled to  
feel confidence in her," is the opinion of Mr. C.  
F. Horrocks. Both were judging from  
photographs.

A telegram to the *London Daily Mail* says  
that the Mullah some time ago wrote to the  
French Governor at Jibuti offering to hand over  
Somaliland and put him in charge. The  
Governor replied that France being at peace  
with England he did not see his way to accept-  
ing the proposal, which, however, he transmitted  
to Paris. The French Government approved  
of his conduct in an official letter.

## THE "VALLETTA" IN COLLISION.

A passenger by the above steamer thus de-  
scribes an accident which occurred to the vessel  
at Singapore:

At 10 a.m. on Sunday, the 3rd inst., while the  
P. & O. mail steamer *Valletta*, Capt. Palmers,  
with the outward English mail, was leaving the  
P. & O. wharf at Singapore for Hongkong, she  
collided with the German steamer *Tungia* and  
the B.I. steamer *Zamania*, both lying at the  
Tungking Quay wharf. At the time of the  
collision the *Valletta* was in charge of the  
Company's pilot. The ship got away  
from her moorings with a strong current  
running, and proceeded through the narrow  
channel for about 300 yards. In trying  
to give a wide berth to a buoy marking a shallow  
bank, she refused to come round in the bend of  
the channel, owing to the strength of the  
current, with the result that she crashed with  
great force into the port quarter of the *Tungking*,  
glided off, and carried away the boom and  
anchor of the *Zamania*. The German steamer  
was found to be seriously damaged, but  
fortunately the damage done to both vessels  
was above the water line.

The damage to the *Valletta* was more serious,  
as in her career she glided alongside the other  
two vessels, carrying away on her port side from  
stem to stern, rails, bulwarks, rigging,  
bridge, and five life-boats; also the top fore-  
mast crashed on deck and several of the  
terrified passengers had a narrow escape.  
When a collision appeared evident the *Valletta*  
reversed engines full speed astern, but this was  
too late to reduce her speed in such a strong  
tide.

The *Valletta*, after getting clear, dropped  
anchor, and a survey of the ship showing that  
she was making no water she proceeded on her  
voyage, having been delayed for over one hour.

The excitement amongst the passengers for  
a time was intense. Men and woman who  
a few minutes previously were pleasantly dis-  
cussing the trip were suddenly thrown into  
a state of the wildest excitement and could  
be seen rushing in all directions seeking  
for a place of safety from the falling wreckage.  
In the confusion several were knocked down,  
receiving minor bruises, and a few ladies  
fainted. For a moment the situation appeared  
to be serious, and the wonder is that no  
person was killed by the falling material.  
Much sympathy was felt on board for Capt.  
Palmers, who is a most skilful and experienced  
officer.

## H.M.S. "GLORY" AVENGED.

EXCITING SCENE IN SYDNEY HARBOUR.

Naval and aquatic circles generally have been  
much stirred by a boat race that took place in  
Sydney Harbour a few weeks ago (writes a  
Sydney correspondent). The report is periodically  
visited by United States transports from the  
Philippines, and when the *Glacier* was here  
some months since there was considerable talk  
of a race between a crew from the American  
vessel and one from the *Royal Arthur*, the  
flagship on the station. While the parties were  
all talking the time arrived for the *Glacier* to  
depart, but it was arranged that the race should  
take place on the occasion of her next visit.

When the *Glacier* returned to Sydney it was  
discovered that in the meantime the picked oars-  
men of the American fleet in the Philippines  
had been transferred to that vessel, but the  
*Royal Arthur* men were undaunted.

The race was originally timed for six o'clock  
in the morning, but, in view of the public inter-  
est in the event, it was postponed till the  
afternoon. The harbour was then alive with  
craft, and the foreshores in the vicinity were  
crowded. The scene was reminiscent of great  
international sculling matches on the Parana-  
guita River close by in the days of Trickett,  
Beach, and Seale. The rigging of the British  
warship and the *Glacier* was thronged with "tars."  
Chartered steamers followed the race, besides  
Government launches and a regular flotilla of  
small boats and racing skiffs. Vice-Admiral  
Faulkner, in command of the station, showed  
the greatest interest in the proceedings, and,  
with Mrs. Faulkner and his flag lieutenant,  
followed the race in his launch.

The result of the two miles contest was a win  
for the *Royal Arthur* boat by ten lengths, and  
then an extraordinary scene followed. Total  
strangers insisted on shaking hands with one  
another in an ecstasy of congratulation, and  
Admiral Faulkner forgot his dignity sufficient-  
ly to fling his hat in the air.

It is stated in Sydney that when an American  
crew beat H.M.S. *Glory* under similar condi-  
tions at Hongkong the winners hoisted a broom  
to the masthead. The *Royal Arthur*, of course,  
did nothing of the sort, but it has become the  
thing in Sydney to ask Americans "how they  
are off for brooms."

## TELEGRAMS.

## REUTER'S SERVICE.

## GERMANY.

LONDON, 6th May.

The Prussian Minister of Commerce speak-  
ing at Magdeburg urged the concentration of  
capital as the only weapon with which to fight  
the United States.

## THE PERSIAN GULF.

LONDON, 6th May.

Lord Lansdowne in the House of Lords said  
that the Government would resist the establish-  
ment of a foreign naval base in the Persian  
Gulf by all means at our disposal; but he was  
not aware that there was any proposal to that  
effect. The Government's policy in the Gulf  
was to protect and promote British commerce  
without aiming at the exclusion of the legitimate  
trade of other Powers.

GREAT BRITAIN AND THE  
BAGDAD RAILWAY.

LONDON, 6th May.

Lord Lansdowne in reply to Lord Lamington  
said that there had been no negotiations with  
the promoters of the Bagdad railway nor with a  
foreign Government, but only confidential com-  
munications with certain great British  
commercial houses with a view to ascertaining  
whether the conditions of the enterprise per-  
mitted the Government to offer encouragement.  
The negotiations were now ended.

## THE TRANSVAAL LOAN.

LONDON, 6th May.

The House of Commons has passed a resolution  
guaranteeing a Transvaal loan of £35,000,000,  
the bulk of which is to be devoted to the develop-  
ment of the country including the acquisition  
and construction of railroads, the irrigation of  
land and the settlement and conversion of the  
old Transvaal debt.

## CORRESPONDENCE.

## THE PEAK SCAVENGER.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 8th May.

SIR,—If the responsible officials of the  
Sanitary Board desire to know what becomes of  
the rubbish taken from the Peak houses, let  
them take a walk down the road leading from  
the Peak to Aberdeen.

There are tons of filth dumped on the road-  
side, from which myriads of flies swarm on to  
any unfortunate pedestrian who happens to  
choose this once delightful road for an airing.  
I would suggest that the sanitary officials  
should make the contractor at once remove  
every scrap of rubbish so dumped to the proper  
tip lower down the road.—Yours, etc.,  
MOUNT KELLET.

## CLOSING THE CHINESE THEATRES.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 8th May.

SIR,—The report of the meeting of the  
Sanitary Board which appears in your issue of  
to-day will be welcome news to all who desire  
to see some active, intelligent action taken to  
combat the ravages of the plague which are an  
annual disgrace not only to our glorious govern-  
ment but, which is more important, to British  
civilisation.

No sane person—other than a Chinaman—  
could doubt that at such a time as the present  
any place run on the lines of a Chinese theatre  
must be a hot-bed of disease. Mr. Fung Wa  
Chung's motion which sought to put a sanitary,  
well-ventilated building like the City Hall—  
frequented by a more or less washed and healthy  
audience—on a par with the ill-ventilated dens  
where the Chinese crowd, in the midst of the  
loathsome insanitary surroundings which are  
believed of the low class coolie, would be too  
grotesque to need comment did it not forcibly  
bring home to all but the most perverted "Pro-  
Chinese," that, educate him, do what you like  
with him, your Chinaman (with a few brilliant  
exceptions) still retains his prehistoric prejudices.  
—Yours, etc.,  
SCALLYWAG.

## PASSENGERS EXPECTED.

Per Nippon Yusen Kaisha steamer *Bingo*  
*Maru*, from London.—April 10.—Hongkong;  
Miss Prattent, Mrs. A. Powl-Grant, Miss  
E. Schafer, Mr. A. Partridge, Mr. A. Mason,  
Mr. D. Ross.

Per P. & O. steamer *Arctia*, London,  
April 17.—To Hongkong: Mrs. Hansen and  
infant, Mr. E. Root.

Per P. & O. steamer *Manila*, from London,  
April 18.—To Hongkong: Mr. A. S. Deane,  
Miss M. Macpherson, Miss L. M. S. Innes.

Per Messageries Maritimes steamer *Austral*  
Ken, connecting with the steamer *Oceanic*, at  
Colombo, from Marseilles, April 19.—To Hong-  
kong: Mr. A. Richard.

Per Messageries Maritimes steamer *Anna*,  
from Marseilles, May 3.—To Hongkong: Mr.  
J. Elledge and family.

Per Imperial German mail steamer *Stuttgart*,  
from Southampton, April 10.—To Hongkong:  
Mrs. J. Hand and child.

## CANTON NOTES.

(FROM THE "CHUNG NING SAN PO").

## THE ATTACK ON RAILWAY ENGINEERS.

An authentic report has been received from the  
Ching-an district with reference to the attack  
made on the Canton-Hankow Railway engineers.  
As soon as the villagers caught sight of the  
foreigners, a Gong was beaten to give the  
alarm. In an incredibly short time a goodly  
number of people were assembled with the  
object of driving away the engineers and their  
assistants and of offering every kind of obstruc-  
tion to the progress of their work. The Railway  
Weiyeun reasoned with them and tried to dis-  
perse them, but to no purpose. At last he ordered  
the Gong by force and drove many of the distur-  
bers away. An old woman who was present,  
among the crowd also advised the people to stop  
the disturbance, and asked the Weiyeun to give  
her the Gong which, she said, would be secretly  
hidden. A young woman, seeing that the Gong  
was in the hands of the old woman, took it  
away by force and hid it unconsciously so that  
more people were summoned to the scene. The  
people shouted out *Ta-ta* (strike unceasingly).  
A villager holding a sword sprang forward upon  
the Weiyeun, who was badly frightened and ran  
away for safety as fast as his legs could carry  
him. At last he fell down a chasm and was  
seriously injured. The foreigners were then  
completely surrounded by the people for about  
five or six hours. Luckily, the local gentry, who  
did their utmost to protect the foreigners,  
succeeded in releasing them and escorted them  
to their boat, which was fired at by the people  
on shore. Fortunately, no person was wounded.  
THE NEW VICEROY AND OPIUM SMOKERS.  
AS H.E. SHAM CHUN-HING, the Viceroy-designate  
of Canton, bears a great hatred of opium-smoking,  
all the officers in Canton are now doing their  
best to wean themselves of the habit, being afraid  
that they will be reported to the Throne and  
dismissed from service forever, if their fondness  
becomes known to His Excellency. It is said  
that this is the reason why the market for pre-  
pared opium is so weak at present. The leaders of  
the seventy-two guilds have held a meeting to  
make preparations to receive His Excellency, and  
they decided to come to Hongkong to welcome  
him upon his arrival. His Excellency rendered  
invaluable services and was greatly esteemed and  
respected by all the people when he was provincial  
treasurer of Canton.

## ROWING.

The following are the crews picked in the  
Four-Oared Scramble Race to be rowed over the  
usual course to-day, the 9th inst., at 4 p.m.  
A launch will leave Blake Pier at 3.30 p.m.  
for the use of members and their friends:—

Station No. 1	Station No. 2
Row..... H. M. Bain Bow..... S. R. Moore	Row..... J. C. Kennedy Bow..... J. P. Jordan
2..... J. H. Seth	2..... M. F. R. Perel
3..... F. K. Tata	3..... L. A. Seth
Stroke..... G. H. Ryrie Stroke..... F. D. Bain	Stroke..... A. J. Machin Stroke..... H. S. Polms
Cox..... C. H. Eys Cox..... C. M. S. Alves	Cox..... S. A. Seth Cox..... F. W. White

Station No. 1	Station No. 2
Row..... F. M. R. Pereira Bow..... J. C. Austin	Row..... F. M. R. Pereira Bow..... J. C. Austin
Stroke..... L. M. M. Stroke..... H. S. Holmes	Stroke..... L. M. M. Stroke..... H. S. Holmes
Cox..... A. E. Alves Cox..... H. Seth	Cox..... A. E. Alves Cox..... H. Seth

## CRICKET.

ARMY ORDNANCE CO. V. R.M.S. "FEARLESS."  
Played at Happy Valley on Thursday, 7th  
inst. The Ordnance won by 32 runs. Scores:—

J. C. A. Lillywhite (capt.) run out..... 7	Extras..... 2
C. Butler, a Crook, b Vardon..... 10	
H. B. Skinner, run out..... 16	
E. Turner, b Johnson..... 27	
W. Brown, b McLoughlin..... 2	
E. P. Bradford, a Crook, b Rutherford..... 22	
E. McGibbon, a Crook, b Rutherford..... 0	
H. Goddard, l.b.w. b Rutherford..... 1	
G. Gibbs, run out..... 1	
T. S. Bromley, a Crook, b McLoughlin..... 2	
J. Lashbrook, not out..... 2	
Extras..... 2	
Total..... 57	

To-day the Ordnance play the R.G.A.  
(80 Co.). The team will be selected from the  
following:—J. C. A. Lillywhite (capt.), A. E.  
Hawell, C. Butler, T. Webb, H. B. Skinner,  
H. Turner, W. Brown, E. P. Bradford, E.  
McGibbon, T. S. Bromley, W. T. Burgess, J.  
Lashbrook.

## HONGKONG VOLUNTEER CORPS.

The following appears amongst Corps orders  
issued yesterday by Commandant Fitchard:—  
It is notified for information that the first  
Gun Drill at Stonecutter Island will take  
place on Saturday, 23rd May, 1903. Further  
instructions as to time etc., will be issued in  
next week's order.

A suggestion has been put forward to form a  
Volunteer Rifle Association, and a list of those  
who are interested in the matter has been put  
on the notice board at Headquarters. All those  
who approve of this are requested to add their  
names to the list, and it is expected to be popular,  
a meeting can be held to discuss details.

TWO-20,000-TON  
FOR PACIFIC











## PUBLIC COMPANIES

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Twenty per Cent., being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Cash, at exchange 73, at THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, OR THE HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, on and after this date to Shareholders of record on the 11th April, 1903.

By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary.

Shanghai, 22nd April, 1903. [1305]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Becclesfield Arcade, Victoria, Hongkong, on Wednesday, the 8th day of April, 1903, the following Resolution was passed—

That the first CALL of FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 5th day of May, 1903.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the 5th day of May, 1903, at the rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 5th day of May, 1903, up to the actual date of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's Receipt, for payment of the Call, together with the Certificate of the Shares, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors,  
W. KERR COOT HUGHES,  
Secretary.

Hongkong, 9th April, 1903. [1190]

## INSURANCES

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS.

HONGKONG, 1st September, 1902. [2327]

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

HONGKONG, 14th January, 1893. [246]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

HONGKONG, 17th August, 1887. [28]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 2nd April, 1900. [2]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.  
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 16th May, 1892. [26]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.  
Cash Security ..... £2635,710  
Total Losses Paid ..... £26,768,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 22nd July, 1902. [142]

WM. MEYERINK & CO.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First-class Foreign and Chinese Risks at Current Rates.

HONGKONG, 20th May 1895. [27]

SIEMSEN & CO.

THE UNDERSIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

SHAW, WATSON & CO.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

AAACHEN AND MUNICH FIRE INSURANCE CO.

OF ALL-GERMANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

## NOTICES OF FIRMS

THE HONGKONG FROZEN FOOD SUPPLY.

DEPOT—No. 3, ICE HOUSE STREET.

MR. W. PARLANE having resigned, the undersigned has been appointed MANAGER from this date. Comrades Orders to be made out in favour of "Manager, Hongkong Frozen Food Supply."

LAU KUI TONG, Manager.

Hongkong, 7th May, 1903. [377]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR.

Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY,

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD, opposite Douglas Pier.

Hongkong, 1st May, 1903. [1321]

BROWN, JONES & CO.,

MONUMENTAL AND ORNAMENTAL MASONS,

Have on View and for Sale at their Marble Yard,

ITALIAN MARBLE

Statuary Figures, Angels, obelisks, Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also

AMERICAN MARBLE

Crosses, Columns and Headstones; and

ABERDEEN GRANITE

Crosses and Headstones

For adults and children's graves.

CEMETERY MEMORIALS

made to any design in Italian and American Marble and Hongkong Grey and Blue Granite.

Special attention paid to LETTERING IN ANY STYLE OR LANGUAGE

in imperishable lead, lead cement, gold, or black.

All work and material guaranteed to be the best and most durable.

Prices to suit the times.

Designs on application.

Orders from outports carefully and promptly executed.

Office—No. 17A, Queen's Road Central, 1st Floor, Marble Yard—No. 18, Morrison Hill Road, Hongkong.

Hongkong, 9th January, 1903. [3462]

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

TRADE MARK

CARBOLINEUM-AVENARIUS

IN CASES OF ABOUT 500 LBS. NET

IN TUBES OF 45 LBS. NET

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.

Sole Agents for China.

Hongkong, 1st July, 1902

CLARKE'S B 41 PILLS

are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In Boxes 4s. 6d. each, of all Chemists, and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England.

HONGKONG, 2nd April, 1900. [2]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 16th May, 1892. [26]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security ..... £2635,710

Total Losses Paid ..... £26,768,240

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 22nd July, 1902. [142]

WM. MEYERINK & CO.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First-class Foreign and Chinese Risks at Current Rates.

HONGKONG, 20th May 1895. [27]

SIEMSEN & CO.

THE UNDERSIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

SHAW, WATSON & CO.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

AAACHEN AND MUNICH FIRE INSURANCE CO.

OF ALL-GERMANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

SHAW, WATSON & CO.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

AAACHEN AND MUNICH FIRE INSURANCE CO.

OF ALL-GERMANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

SHAW, WATSON & CO.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

AAACHEN AND MUNICH FIRE INSURANCE CO.

OF ALL-GERMANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

SHAW, WATSON & CO.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 1st Jan. 1902. [179]

## RAYNIE'S PERIL,

A ROMANCE OF THE NORTH-WEST FRONTIER.

FRONTIER.

BERTRAM MITFORD.

(Author of "The Ruby Saddle," "Sign of the Spider," "The Wolf of the Sorcerer," &c.).

CHAPTER XIII.

OF THE DAK—AND MEHRAB KHAN:

"Hello, Raynier. I see the dak coming," cried Mehrab, putting his head into the tent where the other was sitting, going over some official papers with his Babu; for even though this was a sort of holiday trip there were things to be attended to, and every day a Lory sower rode into and out from Mazaran, a distance of about forty miles. To the rest of the party this daily post was a great event. They got English mail letters—or news from the outside world. Haslam, for instance, whose family was away in England, was wont to be excited over the event. But to Raynier it was more of a nuisance than otherwise. It brought him official correspondence, but as for English letters he never got any, and did not want any. So Haslam's announcement failed to awaken any interest within him.

A little later there entered a chudrahs bearing a leather bag. This Raynier unlocked, and proceeded to extract the contents by the simple process of turning it upside down. The usual official matter—but what was this? An English mail letter?

There it lay amid the heap of long envelopes, and even before he took it up a frown came over Raynier's face, for it was directed in the handwriting of Cynthia Dalmore.

What on earth could she have to write to him about? The envelope had been redacted on from Baginagar, so she was evidently ignorant of his transfer and promotion. He sat staring at the envelope, and the frown deepened. He felt in no hurry to explore its contents, for his instincts warned him that they would certainly prove unpleasant, possibly mischievous. Well, it had to be done.

The letter was long and closely written, and a feeling of weariness and repulsion came over him at the anticipation of having to wade through all this. And—it began affectionately.

But before he had read far the mystified expression upon his face became one of blank astonishment and dismay.

"Great Scott! The woman must be mad," he ejaculated, bringing his hand down upon the table, all of which afforded him a moment's rest. The Babu, whose keen native scent for an intrigue had led him to put two and two together—the receipt of the letter in a feminine hand, and the bewilderment and disgust evoked thereby in his master.

Good cause indeed had the latter for both. For the writer, after referring to their quarrel, lightly, doubtless, and in a prettily repellant way, proceeded to set forth that an excellent opportunity to join him having now occurred in the shape of some friends who were returning to India, she was coming out immediately, would in fact already have sailed by the time he received this letter, and that they could be married at Bombay when she landed, or from her friends' house at Poona. Then there was a good deal that was very high sounding and gracious about turning over a new leaf and learning to understand each other better, and so forth, and a dust round-off of affection to close the missive effectively and charmingly. No wonder he was dazed.

"You can go now, Babu," he said.

"The Bengali rose and salaamed. There was going to be some fun now about some mess, sahib, he was thinking to himself with an inward shudder, for he had seen that kind of thing before.

Raynier sat there thinking, and thinking hard. What on earth was the meaning of it all? He went over in his own mind that parting scene. There was no sort of ambiguity about it, he decided; no loophole or possibility of doubt that it was absolute and final. He recalled her own words. "Very well then. It is your doing, your own, remember. There was no sort of reserve, no double-meaning there, even if her silence ever since had not shown that she had considered her announcement final. And now she comes coolly announcing her intention of coming out, and marrying him straight off hand. Marrying him!

It is possible that never until that moment had he so completely realised the intense feeling of emasculation which had been with him day and night since the breaking-off of that most mischievous misunderstanding. Of late, too, it had been stronger still upon him, yet now it was the strongest of all.

The thing was preposterous—in fact, preposterous was hardly the word for it. But what was to be done? To suffer himself to be led as a sheep to the slaughter was simply and entirely out of the question. But the unpleasantness of it all, the scandal it would create, the ridiculous, and even servile position in which it would place him, why?—was intolerable!

He scanned the letter over. Even as she had said, she was waiting for his reply. It was absolutely too late to cable and stop her—even if he knew where, for he did not fail to notice that so important a little detail as the name of the ship, or even of the line, was definitely omitted. How then could he meet her? Easily enough. She would cable him from Aden as to the time of her arrival, she had said. And Aden was the last port of call.

For all that, he would cable, on the off chance of being in time to stop her. Such messages were expensive, and he had an idea that it would in this case prove a sheer waste of money. Ha! That was it. He would send the message to the Vicar direct. He of course would know the ship Cynthia was on board of, and would send after her to the first port of call, and thus avoid humiliation for himself and all concerned. He got up, took a telegram form, and rapidly though carefully indicated a couple of messages. Then he lifted up his voice:

"Koi hai!"

There entered a chudrahs.

"Take those at once, and tell Mehrab Khan he is to send them to Mazaran, now, immediately. Let him pick out the man with the best horse, and tell that man to ride it. You hear?"

"Ha, Huoor."

To another in the camp the post had seemingly brought tidings of moment. Hilda Clive.

in the seclusion of her tent, was scrutinising her correspondence with anything but indifference. Several envelopes were opened, their contents just glanced at, and thrown down. Then a quick, eager look came into her face as she drew one sheet from its cover, and settled herself to read. As she read on, the look of interest deepened, and a very soft, velvety glow rendered her eyes dangerously fascinating and winning. Just as she began to see them.

"Just as I have thought," she said to herself, as she came to the end of the communication. "Now it will all come right. And yet—and yet—do things ever come right? Well, this shall—yes, it shall." And the smile that parted her lips, and the light in her eyes rendered her face positively radiant, as she rose, and with extra care looked away this correspondence she had just been perusing with such happy effect. And ten minutes later Raynier's beard was notifying him, with profuse apologies for presuming to intrude upon the notice of the great, that the Miss Sahib was waiting, and ready to start upon the ride they were to take together.

Hilda Clive's spirits were simply bubbling over, for she had just discovered something she had set herself to find out, and the result was in every way satisfactory. But they had not been long on the road before she discovered something else—viz, that her escort, usually so agreeable and full of ideas and conversation, was to-day not himself. He would give random answers, and his thoughts seemed to be running on something entirely outside; in short it took no more than a couple of scorchingly fervid glances to convince her that he had something on his mind.

His objective was the village of a sirdar of the Gularai, and their way lay through ten miles mostly of craggy mountain, all tumbled and chaotic—shooting upward in a sea of jagged peaks.

The path by which they threaded the labyrinthine pass, was in places none too safe, frequently overhanging, as it did, the bounding-edges of a mountain torrent, now nearly dry. All of this Hilda Clive thoroughly enjoyed, although she had to dismount while Mehrab Khan led her horse. This Mehrab Khan was a valiant of the Lory sowers, of which he wore the khaki uniform and the blue turban and kilt. He was a very smart and intelligent man, and by nationality was a Baluchi of the Damski tribe. By some intuition Raynier had at once singled him out as one to be trusted. He liked to have him in attendance on such expeditions as the present one, and would talk with him for hours at a time. Of this preference the man was intensely proud.

As they emerged from the mountain passes, upon the more open country, they approached a camp of four or five shaggy herdsmen, who would hardly give the salutation, but scowled evilly at them, leaning on their queer long guns with sickle-shaped stocks. Hardly had they gone far than there was a rush of two great dogs—guardians of the flocks pasturing along the mountain side. Open-mouthed, with one ferocious bay, they came straight for Hilda, who was riding on that side. In a moment she would have been dragged from her horse, for Raynier's steed had taken fright, and it was all he could do to keep the idiotic beast from ineffectually bolting along some to her rescuance. But Mehrab Khan, who was behind, spurred alongside of her, and with a lightning-like sweep of his talwar cut down the foremost beast, nearly severing it in half.

—The other shooed off, growling. But a savage, vengeful shout behind told of a new danger. The herdsmen they had just passed came running up and it could be seen that two or three of them had drawn their swords.

"Stay, brothers," called out Mehrab Khan. "Stay! It is the Sirdar."

Would they stop? It was little enough these wild mountaineers cared for the Sirdar. The situation was critical. There were five of these fierce, fanatical savages, fired with hate for the infidel intruder, burning with a desire for revenge upon the destroyers of their property. Raynier had got in front of Hilda Clive, whispering hurriedly to her on no account to move, while Mehrab Khan, and the other Lory sower, with their rifles ready, faced the oncomers.

The latter, not liking the look of things, slackened their speed and came to a halt, spitting curses.

"Why do they keep savage animals to rush out at people?" Raynier asked, for though he could talk Pushto fairly well, he chose to put it through Mehrab Khan. "A dog of that kind are more dangerous than a pack of wolves."

The men answered scowlingly that they were kept to protect the flocks, and that dogs were of no use at all for such a purpose unless they were fierce. Besides they were not accustomed to strangers in a strange dress.

"There's something in that," said Raynier. "Would not the Hunzor pay for the property he had destroyed?"

"Such a dog as that was valuable."

Raynier replied that he would, but they must send or come to the camp to receive it, as he did not carry money about with him. That a bargain was struck, allowing a trifle over for their trouble in travelling that distance, and with a surly salaam, the herdsmen withdrew.

"Of course I might have refused to pay a single pie," Raynier said, as he explained to the girl what had happened. "But it is not second policy, I variably to stand stiffly on one's rights—and it's better to pay a few rupees (than make enemies of these people. Besides, poor devils, it is a loss to them."

Hilda agreed, only insisting that as the liability was incurred in her defence she ought to be allowed to discharge it; a proposal which was laughed to scorn.

"You see, what might have happened during that little moonlight stroll of yours," Raynier went on. "And I don't think you'd find these brutes so ready to turn tail as that panther was. By the way, I dare say you'd rather turn back now?"

"Of course not. Why?"

"Only that you must have seen enough of the interesting Gularai at close quarters for one day."

"Then I haven't," she answered gaily. "I wouldn't give up this visit to a real native magnet for the world."

"It was well done, Mehrab Khan," said Raynier, in Pushto. "Thy stroke was a worthy one, strong and swift."

And the Baluchi, proud and pleased, murmured his thanks.

(To be Continued.)

## FOR BABY'S SKIN SCALP AND HAIR

Something for Mothers to Think About

EVERY CHILD born into the world with an inherited or early developed tendency to distressing, disfiguring humours of the skin, scalp, and blood, becomes an object of the most tender solicitude, not only because of its suffering but because of the dreadful fear that the disfigurement is to be lifelong and mar its future happiness and prosperity. Hence it becomes the duty of mothers of such afflicted children to acquaint themselves



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to Blake Pier.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL.	COROMANDEL	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	SHANGHAI	Brit. str.	2 m.	E. Splier R.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON	PATROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON	CALCUTTA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th June.
LONDON	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
LIVERPOOL via GENOA	HYSON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th June.
MARSHALLS, LONDON & ANTWERP	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th June.
MARSHALLS, LONDON & ANTWERP	WAKASA MARU	Brit. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
MARSHALLS, LONDON & ANTWERP	ALCINOUS	Brit. str.	2 m.		MESSAGERIES MARITIMES	On 19th inst., at 8 A.M.
MARSHALLS, LONDON & ANTWERP	ANTENOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd June.
BREMEN, via PORTS OF CALL.	BAYERN	Ger. str.	2 m.	H. Bloeker	MELCHERS & CO.	On 7th July.
HAVRE & LAMBURG	SAXONIA	Ger. str.	2 m.	Dreihner	HAMBURG-AMERIKA LINIE	On 14th inst., at Noon.
HAVRE & LAMBURG	STRASBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 2nd June.
HAVRE & LAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 16th June.
TRIESTE, &c. via SINGAPORE, &c.	NURNBERG	Ger. str.	2 m.	Janburg	HAMBURG-AMERIKA LINIE	On 30th June.
NEW YORK, via SUEZ CANAL	CHINA	Aus. str.	2 m.	Mo-ca	SANDER, WIELER & CO.	On 14th July.
NEW YORK, via SUEZ CANAL	PEMBROKESHIRE	Brit. str.	2 m.		SHAW, TOMES & CO.	On 16th inst., P.M.
NEW YORK, via SUEZ CANAL	SAGAMI	Brit. str.	2 m.		DODWELL & CO., Ltd.	On or about 15th inst.
NEW YORK, via SUEZ CANAL	HEATHFORD	Brit. str.	2 m.		ARNOLD, KARDER & CO.	About 25th inst.
NEW YORK, via SUEZ CANAL	NUBIA	Ger. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	On or about 25th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R.R. CO.	On 31st inst.
VANCOUVER, via SHANGHAI, &c.	ATLANTIC	Brit. str.	2 m.		CANADIAN PACIFIC R.R. CO.	On 13th inst., at Noon.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	IYO MARU	Jap. str.	2 m.	C. H. Butler	BUTTERFIELD & SWIRE	On 14th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	2 m.	C. H. Butler	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	INDRAPURA	Brit. str.	2 m.	Hollingsworth	DODWELL & CO., LIMITED	On 23rd inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	H. Fraser	PORTLAND & ASIATIC S.S. CO.	On 22nd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TSINAN	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CANION	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
MOJI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	2 m.	T. Muri	P. & O. S. N. Co.	On or about 15th inst.
MOJI, KOBE, MANZANILLO, MEXICO & SAN FRANCISCO	LOTHIAN	Brit. str.	2 m.	Williamson	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
KOBE & YOKOHAMA	TSINAN	Brit. str.	2 m.		J. S. VAN BUREN	On 21st inst., at Noon.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	2 m.	F. Davis	BUTTERFIELD & SWIRE	To-day.
KOBE & YOKOHAMA	AGAMA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 22nd inst., at Daylight.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
SHANGHAI & KOBE	TIKESIN	Brit. str.	2 m.	H. W. Kerrik	P. & O. S. N. Co.	To-day, P.M.
SHANGHAI	VALETTA	Ger. str.	2 m.	W. B. Palmer	P. & O. S. N. Co.	To-day, at 9 A.M.
SHANGHAI	LYEONIA	Ger. str.	2 m.	Th. Lehmann	SIEMENS & CO.	On 12th inst., at 4 P.M.
TAMU, via SWATOW & AMOY	DAIJI MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSHEN KAISHA	To-morrow.
TAMU, via SWATOW & AMOY	MAIDZU MARU	Jap. str.	1 m.	T. Saio	OSAKA SHOSHEN KAISHA	On 13th inst.
SWATOW, AMOY & TAMSUI	HAIDONG	Brit. str.	2 m.	Gibson	DOUGLAS LAFRAIK & CO.	To-day, at 5 P.M.
SWATOW, AMOY & TAMSUI	THALES	Brit. str.	2 m.	Robson	DOUGLAS LAFRAIK & CO.	On 12th inst., at 10 A.M.
CEBU & LOILO	KWYANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
MANILA DIRECT	HUI	Brit. str.	2 m.	R. W. Almond	SHAW, TOMES & CO.	To-day, at 10 A.M.
MANILA	AGAMA MARU	Jap. str.	2 m.	E. F. Bishop	TOYO KISEN KAISHA	To-day, at 11 A.M.
MANILA	ZACHO	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 16th inst., at 10 A.M.
MANILA	SUNRISE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
MANILA	TSINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd inst.
SINGAPORE, PENANG & CALCUTTA	LAISAN	Brit. str.	2 m.	Courtney	JARDINE, MATHESON & CO.	On 14th inst., at Noon.
BOMBAY, via SINGAPORE & PENANG	ISCHIA	Ital. str.	2 m.	Maganzini	CARLOWITZ & CO.	On 11th inst., at Noon.
BOMBAY, via SINGAPORE & PENANG	KINSHU MARU	Jap. str.	2 m.	F. L. Pyle	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 2nd June, at Noon.

## SHIPPING.

**ARRIVALS.**  
May 7, HAILONG, British str., 783 S. Gibson, Tamsui, Amoy and Swatow 6th May, General—DOUGLAS LAFRAIK & CO.  
May 7, QUANGNAM, French str., 710, Martindale, Saigon 2nd May, Rice—BRADLEY & CO.  
May 7, TAIHONG, German steamer, 362, Schultze, Bangkok 1st May, Rice and Wood—BUTTERFIELD & SWIRE.  
May 8, FOCHOW, British str., 1,225, H. Smith, Hailong 2nd May, Rice—BUTTERFIELD & SWIRE.  
May 8, JALFON, British str., 6,607, J. A. Davies, Singapore 3rd May, General—BUTTERFIELD & SWIRE.  
May 8, JACOB DIEDERICHSEN, German str., 623 B. Ohlsen, Pakhoi 4th May, General—JENSEN & CO.  
May 8, MEIPOO, Chinese str., from Canton.  
May 8, SEATTLE, British steamer, 1,000, Tate, Portsmouth 10th March and Singapore 3rd May.  
May 8, VALE OF DOON, Siamk tank, 669, J. P. Brown, Rajahmundry 12th April, Timber—SANDER, WIELER & CO.  
May 8, V. L. T. T. British str., 2,373, W. B. Palmer, R.N.R., Bombay and Singapore 3rd May, Mail and General—P. & O. S. N. Co.

**CLEARANCES.**  
At the Harbour Master's Office.  
8th May.  
Hyson, British str., for Shanghai.  
Tubi, British str., for Manila.  
Strasbourg, German str., for Shanghai.  
Tientsin, British str., for Shanghai.  
Triumph, German str., for Weihai.  
Tsimoi, British str., for Kolo.

**DEPARTURES.**  
8th May.  
DAIJI MARU, Japanese str., for Swatow.  
DEAWONG, German str., for Bangkok.  
PAUSANG, British str., for Swatow.  
POOCHOW, British str., for Canton.  
HANGSANG, British str., for Shanghai.  
HEMER, Norwegian str., for Karais.  
HUE, French str., for Kowloon.  
HITOKAWA MARU, Jap. str., for Kutchinotzu.  
KAWA II MARU, Japanese str., for Kolo.  
ROSSIA, Russian str., for Weihai.  
SUEVIA, German str., for Hamburg.  
SOPHIE ROCKMERS, German str., for Bangkok.  
YUE-SANG, British str., for Manila.

**VESSELS IN DOCK.**  
8th May.  
At the Harbour Master's Office.  
Jaguar, Canton River, San Joaquin, U.S.S. Monterey, Tagabar, Hwangshan, Michael Jensen, Hanching.  
COSMOPOLITAN DOCK.

**VESSELS ON THE BERTH.**  
NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rabattono United Companies).  
STEAM FOR BOMBAY via SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.  
(Taking Cargo at through rates to PERSIAN Gulf and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

**THE Steamship**  
"ISCHIA"  
Captain Maganzini, will be despatched as above on MONDAY, the 11th inst., at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 5th May, 1903.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
The Steamship  
"COROMANDEL"  
Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this Office on SATURDAY, the 9th MAY, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Passage will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 27th April, 1903.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
The Company's Steamship  
"LAISAN"  
Captain Courtney, will be despatched as above on THURSDAY, the 11th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 7th May, 1903.

## STEAMSHIP SERVICE TO NEW YORK via SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS.)  
The "Shire" Line Steamship  
"PEMBROKESHIRE"  
will be despatched on or about FRIDAY, the 15th May.  
The American Asiatic Steamship Company's  
"NORMAN ISLES"  
will be despatched on or about MONDAY, the 18th June.  
For Freight, &c., apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 17th April, 1903.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the Brazils, to East of South Africa, PERSIAN GULF, Red Sea, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
The Company's Steamship  
"CHINA"  
Captain Mosca, will be despatched as above on SATURDAY, the 16th inst., P.M.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO., Agents, Prince's Buildings.  
Hongkong, 5th May, 1903.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
SAILING DATES.  
BAYERN ..... WEDNESDAY ..... 13th May  
ZIEFEN ..... WEDNESDAY ..... 27th May  
STUTTGART ..... THURSDAY ..... 11th June  
ROON ..... THURSDAY ..... 25th June  
PREUSSEN ..... THURSDAY ..... 9th July  
HAMBURG ..... THURSDAY ..... 23rd July  
PRINZ HEINRICH ..... THURSDAY ..... 6th August  
SACHSEN ..... THURSDAY ..... 20th August  
KLAUSCHOU ..... THURSDAY ..... 3rd September  
BAYERN ..... THURSDAY ..... 17th September  
\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 13th day of May, 1903, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bloeker, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 11th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 12th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 12th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stowaways. Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD.  
MELCHERS & CO., AGENTS.  
Hongkong, 2nd May, 1903.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Sloop and ships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila Direct.	Sat., 9th May, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila Direct.	Sat., 16th May, 10 A.M.
PERLA	1989	J. McGinty		

For Freight or Passage, apply to  
SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 4th May, 1903.

## TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stowaways carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3860	Saturday, 9th May, at 11 A.M.
"ROSETTA MARU"	N. Tate	2875	Friday, 15th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Le House Street.  
K. NAKASHIMA, Manager.  
Hongkong, 9th May, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON OF JAPAN, MOJI, KOBE and YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,899	A. E. Hollingsworth	May 22, 1903
"INDRASAMHA"	5,197	R. F. Craven	June 14, 1903
"INDRAVELLI"	4,899	W. E. Craven	July 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 5th May, 1903.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KINSHU MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 12th May, at Noon.
BOMBAY MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 15th May, at Noon.
T. Muri		
WAKASA MARU	MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 16th May, at Daylight.
J. B. McMillan		
IYO MARU	VICTORIA, B.C., SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 19th May, at 4 P.M.
C. H. Butler		
KUMANO MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 20th May, at Noon.
E. W. Haswell		
KASUGA MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNS, VILLE and BRISBANE	THURSDAY, 21st May, at Noon.
H. Fraser		
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 22nd May, at Daylight.
F. Davis		
IDZUMI MARU	KOBE	FRIDAY, 22nd May, at Noon.
M. Yagi		
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 2nd June, at Noon.
K. Kori		

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.  
A. S. MIHARA, Manager.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

R.M.S.	TONS	SAILING DATE
"EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 13th May.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 3rd June.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th June.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 22nd July.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 12th Aug.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" (14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
H. F. BROWN, General Agent, Fielder Street.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SAXONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th May. Freight.
NUBIA	NEW YORK, via PORTS.	On 31st May. Freight.
SEGOVIA	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 2nd June. Freight.
Capt. Fock		
STRASBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 16th June. Freight & Passengers.
Capt. Madsen		
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 30th June. Freight.
NURNBERG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th July. Freight.
Capt. Janburg		

For further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW and AMOY	"DAIJI MARU"	SUNDAY, 10th May.
ANPING, via SWATOW and AMOY	"MAIDZU MARU"	WEDNESDAY, 13th May.
LAO, via AMOY	"T. Saito"	May.

The Osaka Shosen Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamu to land all passengers and cargo.  
By the Co.'s steamers for Shanghai



5	刺葱本日	Yat Pui Chung T'ai-Onions,	
5		Japanese	
5	葱慈本日	Shanghai Chung T'ai-Onions,	
		Shanghai	
6	毛葱	Mo hu-Olives	
7	菜豆	Yung Yuen Si-Paranly, Eng. bea	
7	作薯開	Poochoo Shu T'ai-Potatoes	
		Poochoo	lb.
9	作薯海上	Shanghai Shu T'ai-Potatoes,	
		Shanghai	lb.
13	作薯本日	Yat Pui Shu T'ai-Potatoes,	
13		Japanese	
14	作薯門漢	Oh Moon Shu T'ai - Potatoes,	
14		Macao	
15	作薯荷花	Fa Ki Shu T'ai--Potatoes,	
15		Amoy	
16	作薯	Shu T'ai-Potatoes, Swach.	
16	瓜	Tung T'ai-Pumpkin	
16	菜什	Chi T'ai Choy-Purzlane	
16	什白蘭	Hung Lo Pak T'ai-Radish	doz.
16	菜梗	Ye Chy-Chigase Root,	each
16	菜梗有	Kon Chung T'ai-Sha,	lb.
16	菜淡	Po Chy-Spinage, Chinese	
16		Sweet Corn	doz.
16	菜青	Yin T'ai-Spinach	lb.
16	菜手	Po T'ai-Laros	
16	菜	Ki-Tomatoes	
16	菜黃	Lo Pak-Turning, Chinese	see
16	菜	Yung Lo Pak-Turnip,	doz.
16	菜	Ceit T'ai-Vegetable marrow	
16	菜	Ma Ti - Water ho taut,	
16		Common	
16	師民林法	Kwei Lun Ma Ti Water	
16		Chatsau, Mandarin	
16	菜青	Sai Yau Choy - Water	see
16	菜大	Tai Bho-Yams	
16		ROBT. G. McSWEN, Insr.	at the
16		Market.	



